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DAVE COLLOGAN/EDITOR
STEPHANIE ZAHAROUDIS/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447
ARNOLD LEWIS/EDITORIAL DIRECTOR

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FAA DEVELOPING 'REGULATION BY OBJECTIVE' CONCEPT

Federal Aviation Administration is developing a totally new concept designed to provide more flexibility for operators in meeting necessary safety standards. The new concept, termed regulation by objective (RBO), is designed to develop operating regulations that tell carriers what standards they must meet without limiting them to complying in a particular manner.

The RBO concept was unveiled last week in a speech to the Commuter Airline Association of America convention in New Orleans by Walt Luffsey, FAA associate administrator for aviation standards. Luffsey said current regulations are *"based* on safety objectives but are *written* to stipulate *how* the objectives shall be met. This rigid regulatory concept cannot anticipate every eventuality; neither is it keeping pace with changing technology nor responsive to innovation. The regulatory concept contained in RBO also stipulates safety objectives, the 'what,' but not the 'how,' thereby creating a more flexible regulatory environment by leaving the 'how' open to innovation and a proof of concept approval process."

Luffsey said this new regulatory approach will first be reflected in a proposed regulation "which will substantially incorporate the rules currently contained in FAR Parts 121, 127, 129, 135 and SFAR 38. While this initial effort concerns itself only with commercial transportation," Luffsey said, "it is our intent to explore eventually expanding the concept to cover the entire spectrum of the FARs, including avionics."

Other FAA officials described the RBO concept as a "major new initiative" and "one of the biggest things FAA or any other government agency has ever done." Basically, RBO envisions FAA establishing certain standards for operating procedures "and then it's up to the carriers to come to us and tell us how they plan to achieve those objectives," one official said. FAA is tentatively planning to issue a notice of proposed rule making on RBO in July, but that date could slip.

One official said the RBO concept could allow carriers to realize substantial savings in how they comply with safety standards by permitting them to use innovative methods that are more efficient while providing the same level of safety. However, he noted that RBO "is a very novel concept" and indicated the magnitude of the changes envisioned could generate opposition from the industry just because the idea is so different from the way FAA has operated in the past.

CESSNA CUTTING PRODUCTION RATES, LAYING OFF 1,295 EMPLOYES

Cessna Aircraft said it will lay off 1,295 employes over the next six to eight weeks as part of a production cutback to adjust production rates with product demand. Cessna Chairman Russ Meyer said the company is "reducing our 1982 production schedules of turbine aircraft by 15 percent and piston-powered aircraft by six percent," beginning last Friday (Nov. 13). Meyer said the layoffs will affect approximately 970 employes at the Wallace Division in Wichita and another 325 at the Pawnee Division. Wallace is responsible for construction of the company's larger, more expensive models — including turboprops and jets — while Pawnee concentrates on smaller aircraft models.

Meyer said the company had planned a gradual decrease in production rates to coincide with normal employe attrition and had hoped to avoid major layoffs. "However, continuing high interest rates, recessionary

(Continued on the following page)

BUSINESS/PERSONAL AIRCRAFT INDUSTRY – OCTOBER UNIT SHIPMENTS

Manufacturer		Oct. 81	Cal. Year	Fisc./ Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	4	51	4
BE-A24R	Sierra	0	21	0
BE-F33A	Bonanza	3	37	3
BE-V35B	Bonanza	2	21	2
BE-A36	Bonanza	15	144	15
BE-A36TC	Bonanza	2	88	2
BE-77	Skipper	1	76	1
• Multi-Engine				
BE-B55	Baron	4	51	4
BE-E55	Baron	0	11	0
BE-58	Baron	7	83	7
BE-58P	Baron	4	57	4
BE-58TC	Baron	0	9	0
BE-B60	Duke	1	20	1
BE-76	Duchess	1	41	1
BE-C90	King Air	5	54	5
BE-E90	King Air	0	3	0
BE-F90	King Air	5	56	5
BE-C99	Commuter	1	3	1
BE-B100	King Air	1	16	1
BE-200	Super King Air	19	163	19
BE-200	Super King Air C	2	35	2
BE-200T	Super King	0	1	0
Total		77	1,041	77
	Manufacturer's Net Billing - $49,823,368 (Foreign breakout not available.)			
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700		3	27	3
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	3	26	3
Mark III	Trislander	0	2	0
Total		3	28	3
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		25	528	25
CE-A152	Aerobat	3	32	3
CE-172RG	Cutlass	20	246	20
CE-R172	Hawk XP	3	40	3
CE-172	Skyhawk	68	832	68
CE-180	Skywagon	7	30	7
CE-182	Skylane	4	179	4
CE-182	Turbo Skylane	1	36	1
CE-182RG	Skylane	2	72	2
CE-182RG	Turbo Skylane	2	61	2
CE-185	Skywagon	3	130	3
CE-188	AGhusky	9	69	9
CE-188	AGtruck	2	44	2
CE-188	AGwagon	0	8	0
CE-U206	Stationair 6	4	171	4
CE-TU206	Stationair 6	5	197	5
CE-208	Stationair 8	1	35	1
CE-TU208	Stationair 8	0	14	0
CE-210	Centurion	1	83	1
CE-T210	Centurion	16	216	16
CE-TP210	Centurion	7	89	7
• Multi-Engine				
CE-303	Crusader	2	2	2
CE-310		1	12	1
CE-T310		1	14	1
CE-335		1	17	1
CE-340		4	69	4
CE-402		2	102	2
CE-404	Titan	3	40	3
CE-414	Chancellor	2	64	2
CE-421	Golden Eagle	2	84	2
CE-425	Corsair	13	84	13
CE-441	Conquest	7	49	7
CE-500	Citation I	6	55	6
CE-550	Citation II	13	110	13
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		5	72	5
CE-FA152	Aerobat	0	3	0
CE-F172	Skyhawk	2	81	2
CE-FR172	Hawk XP	0	5	0
CE-F182	Reims Skylane	0	11	0
CE-F182	Reims Skylane RG	0	15	0
Total		247	4,001	247
	Manufacturer's Net Billing - $72,811,396			

Manufacturer		Oct. 81	Cal. Year	Fisc./ Year
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	1	13	1
AD-My.20	Falcon	2	21	2
AD-My.50	Falcon	3	37	3
Total		6	71	6
EMBRAER				
• Single-Engine				
EMB-200		1	11	1
EMB-201	Ipanema	0	4	0
EMB-710	Carioca (PA-28-235) Dakota	1	6	1
EMB-711	Corisco (PA-28RT-201) Arrow	1	33	1
EMB-712	Tupi (PA-28-181) Archer II	2	10	2
EMB-720	Minuano (PA-32-310) Saratoga	1	11	1
EMB-721	Sertanejo (PA-32R-301) Saratoga SP	0	9	0
• Multi-Engine				
EMB-110		4	39	3
EMB-121	Xingu	1	12	1
EMB-810	Seneca II	2	29	2
EMB-820	Chieftain	0	4	0
Total		13	168	13
ENSTROM				
• Helicopter				
F28F		1	19	1
F-28C-II		1	6	1
280C		0	10	0
280F		0	6	0
Total		2	41	2
	Manufacturer's Net Billing - $216,125			
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro II		0	1	0
Metro IIA		0	16	0
Metro III		4	13	4
Merlin III-C		2	13	2
Merlin III-B		0	7	0
Merlin IV-C		1	6	1
Total		7	56	7
	Manufacturer's Net Billing - $10,625,000 (Foreign breakout: 1 Metro III to Denmark.)			
GATES LEARJET				
• Multi-Engine				
LR-25D		1	19	1
LR-29		0	1	0
LR-35A		8	73	8
LR-36A		0	4	0
LR-55		2	8	2
Total		11	105	11
	Manufacturer's Net Billing - $36,134,000 (Foreign breakout not available.)			
GULFSTREAM AMERICAN CORP.				
• Single-Engine				
AA-5/A	Cheetah	0	34	0
AA-5/B	Tiger	0	87	0
GR-164	Agcat	2	42	2
• Multi-Engine				
G-47	Cougar	1	2	1
GR-1159A	Gulfstream III	2	19	2
COMMANDER DIVISION				
• Multi-Engine				
AE-840	Turbo Commander	2	39	2
AE-980		1	32	1
AE-1000		2	6	2
Total		10	261	10
	Manufacturer's Net Billing - $21,208,305 (Foreign breakout: all domestic deliveries.)			
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	1	31	1
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	4	47	4
	Manufacturer's Net Billing - $297,916 (Foreign breakout: domestic delivery.)			

Manufacturer		Oct. 81	Cal. Year	Fisc./ Year
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	3	0
M-5-210C	Lunar Rocket	0	1	0
M-5-210TC	Star Rocket	0	2	0
M-5-235C	Lunar Rocket	0	19	0
M-6-235		0	12	0
Total		0	37	0
MITSUBISHI				
• Multi-Engine				
MU-2L		0	0	0
Solitaire		2	12	2
Marquise		1	22	1
Total		3	34	3
(Foreign breakout: 1 Marquise to Australia.)				
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	12	160	12
M-20K	231	13	136	13
Total		25	296	25
(Foreign breakout: all domestic deliveries.)				
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	1	67	1
PA-23-235	Pawnee	0	23	0
PA-25-260	Pawnee	0	1	0
PA-28-161	Warrior	21	254	21
PA-28-181	Archer II	11	225	11
PA-28RT-201	Arrow IV	3	39	3
PA-28RT-201T	Arrow IV	7	148	7
PA-28-236	Dakota	6	69	6
PA-32-301	Saratoga	7	75	7
PA-32-301T	Turbo Saratoga	3	30	3
PA-32R-301	Saratoga SP	10	104	10
PA-32R-301T	Turbo Saratoga SP	7	95	7
PA-36-300	Pawnee Brave	0	24	0
PA-36-375	Pawnee Brave	6	40	6
PA-38-112	Tomahawk	26	221	26
• Multi-Engine				
PA-23-250	Aztec	3	20	3
PA-31-310	Navajo	0	24	0
PA-31-325	Navajo C/R	4	32	4
PA-31-350	Chieftain	17	140	17
PA-31T-501TI	Cheyenne I	0	36	0
PA-31T-620	Cheyenne II	0	37	0
PA-31T2-620	Cheyenne II XL	3	28	3
PA-42-720	Cheyenne III	3	41	3
PA-34-200T	Seneca II	0	16	0
PA-34-220T	Seneca III	27	291	27
PA-44-180	Seminole	0	7	0
PA-44-180T	Seminole	1	26	1
PA-600A	Aerostar	0	14	0
PA-601B	Aerostar	0	2	0
PA-601P	Aerostar	0	9	0
PA-602P	Aerostar	0	54	0
Total		166	2,192	166
Manufacturer's Net Billing - $23,739,500 (Foreign breakout not available.)				
Piper delivery figures and billings include aircraft kits shipped to Embraer under the co-production agreement between the companies.				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	2	35	2
Manufacturer's Net Billing - $10,000,000 (Domestic deliveries.)				
SHORT BROTHERS, LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	0
SD-3-30		1	12	1
Total		1	13	1
SINGLE-ENGINE TOTAL		357	5,710	357
MULTI-ENGINE TOTAL		215	2,631	215
HELICOPTER TOTAL		2	41	2
GRAND TOTAL		574	8,382	574

UNIT SHIPMENT COMPARATIVE TREND: 20 MANUFACTURERS

	October			Cal. Year to Date			Fisc. Year to Date		
	1981	1980	1979	1981	1980	1979	1981	1980	1979
Beech	77	132	121	1,041	1,195	1,280	77	132	121
Bellanca	-	5	36	-	102	388	-	5	36
British Aerospace	3	5	0	27	32	18	3	5	0
Britten Norman	3	4	4	28	29	37	3	4	4
Cessna	247	642	519	4,001	5,470	6,788	247	642	519
Dassault	6	5	3	71	46	38	6	5	3
Embraer	13(6)	37(10)	58(11)	168(66)	313(85)	287(56)	13(6)	37(10)	58(11)
Enstrom	2	6	1	41	42	46	2	6	1
Fairchild	7	6	7	56	69	55	7	6	7
Gates	11	15	11	105	97	85	11	15	11
Gulfstream	10	31	24	261	127	378	10	31	24
Israel	1	1	2	31	26	25	1	1	2
Lake	4	5	9	47	68	77	4	5	9
Lockheed	-	0	0	-	4	7	-	0	0
Maule	0	4	4	37	54	58	0	4	4
Mitsubishi	3	4	0	34	48	45	3	4	0
Mooney	25	27	32	296	285	368	25	27	32
Piper	166	212	379	2,192	2,542	4,730	166	212	379
Rockwell	2	10	7	35	126	129	2	10	7
Short	1	0	1	13	25	19	1	0	1
Total	574	1,124	1,171	8,382	10,472	14,627	574	1,124	1,171

Parentheses show actual Embraer deliveries, not including aircraft kits.

*Figures are not available from the manufacturer.
/Fiscal Year: Oct. 1 through Sept. 30.

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COMMUTER AIRLINES TRAFFIC
August 1981

	Enplaned Passengers	% Chg.	Year to Date	% Chg.	Aug. Load Factor	Average Length Per Trip (miles)	Revenue Pass. Miles	% Chg.	Year to Date	% Chg.	Available Seat Miles	% Chg.	Year to Date	% Chg.
Prinair	55,803	(14.3)	471,763	(8.1)	49.6	100.8	5,627,000	(2.3)	41,686,000	(4.3)	11,343,000	8.9	81,598,560	(0.5)
PBA	50,703	68.0	319,668	44.0	57.1	112.8	5,720,049	146.0	37,120,148	58.0	10,022,874	-	n.a.	-
Ransome	49,941	(28.6)	499,136	(7.2)	49.5	126.2	6,300,065	(29.1)	62,266,408	(4.8)	12,715,628	(13.9)	117,178,088	3.8
Metro	47,356	28.8	378,152	33.4	-	103.7	4,910,344	52.1	38,715,892	53.6	n.a.	-	n.a.	-
Henson	40,124	11.8	310,121	19.6	54.3	131.8	5,289,400	45.9	37,599,031	47.2	9,742,040	19.5	69,093,450	30.0
Penn. Commuter	24,344	(31.0)	253,748	(6.5)	54.6	114.5	2,787,616	(27.9)	28,920,835	(9.5)	5,101,588	(40.0)	59,405,074	(10.7)
Scenic	21,716	(33.2)	121,100	(14.9)	80.2	180.8	3,926,713	(33.0)	21,927,265	(15.6)	4,896,793	(36.7)	28,221,385	(18.4)
Bar Harbor	19,308	(31.9)	144,003	(8.7)	-	-	n.a.	-	n.a.	-	n.a.	-	n.a.	-
Suburban	18,115	8.2	169,766	25.0	42.6	80.7	1,462,385	5.6	12,669,264	19.2	3,431,760	7.0	32,346,769	34.0
Pilgrim	17,392	(11.6)	140,558	6.9	44.1	136.1	2,367,233	(1.3)	18,454,481	21.1	5,368,724	28.8	38,932,691	28.9
Air Oregon	16,292	8.4	113,858	5.5	54.3	208.3	3,393,322	23.9	21,579,128	10.3	6,249,281	30.3	39,507,158	11.3
Royal Hawaiian	15,742	(27.8)	130,825	(13.7)	52.2	84.6	1,332,531	(27.1)	10,763,692	(13.6)	2,551,360	(16.9)	20,575,704	(8.3)
Sched. Skyways	14,277	40.1	113,898	34.3	50.0	227.9	3,254,000	41.7	25,552,000	38.9	6,506,000	31.0	52,951,000	29.1
Royale	14,228	10.2	105,370	3.1	48.5	169.8	2,416,538	17.2	17,181,431	8.5	4,978,537	18.4	36,058,879	16.2
Chautauqua	14,012	4.5	107,568	2.9	46.9	89.4	1,253,196	-	n.a.	-	2,672,820	-	n.a.	-
Air Illinois	13,639	(12.5)	122,198	0.4	37.6	164.1	2,237,793	-	20,061,936	-	5,955,726	-	52,385,217	-
Atlantic S.E.	13,082	70.0	95,229	166.0	42.1	114.5	1,497,338	141.0	9,360,290	222.0	3,554,380	215.0	21,428,462	259.0
Crown Air	12,253	(3.0)	134,565	76.0	45.2	78.6	963,219	17.0	10,442,089	101.0	2,131,206	36.0	22,476,836	132.0
Command	11,592	(2.6)	96,991	19.9	40.3	136.3	1,579,800	(3.2)	12,896,700	16.7	3,920,200	12.2	30,924,100	35.4
Aeromech	11,318	(35.0)	127,220	7.0	-	119.8	1,355,366	(25.0)	13,594,968	10.0	n.a.	-	n.a.	-
Chaparral	9,386	42.8	69,273	55.1	-	190.5	1,787,600	36.6	12,902,246	39.1	n.a.	-	n.a.	-
Air Miami	8,590	-	61,040	-	43.2	109.6	941,702	-	6,260,246	-	2,177,676	-	14,243,270	-
Comair	8,432	0.5	65,484	1.2	-	168.0	1,391,280	-	10,904,860	-	n.a.	-	n.a.	-
Gull Air	7,760	-	43,380	-	-	30.0	232,800	-	1,318,660	-	n.a.	-	n.a.	-
Apollo	7,432	(40.0)	69,545	(13.0)	-	256.8	1,908,833	(34.0)	17,615,748	(9.0)	n.a.	-	n.a.	-
Antilles	7,112	(23.4)	61,792	(1.2)	75.7	40.0	284,480	(28.3)	2,479,680	(42.4)	375,760	-	3,492,120	-
Precision	6,812	(38.0)	67,326	(14.0)	36.3	95.1	647,990	(22.0)	5,629,829	0.9	1,785,850	7.8	16,792,046	36.1
Pocono	6,632	(23.0)	63,998	16.0	55.5	112.5	746,367	16.0	7,508,363	14.0	1,344,870	(21.0)	13,871,331	13.0
Air Kentucky	5,563	-	41,692	-	44.8	150.2	835,743	-	5,846,500	-	1,865,502	-	12,669,834	-
Pioneer	5,125	-	34,439	-	39.7	271.5	1,391,640	-	9,614,640	-	3,502,609	-	23,859,790	-
Air Virginia	4,895	28.1	46,927	48.3	37.4	185.7	909,000	31.8	8,841,000	62.8	2,433,000	48.6	22,648,884	55.2
Marco Island	1,508	(16.3)	36,731	(14.9)	-	93.2	140,605	(16.1)	3,701,978	(7.8)	n.a.	-	n.a.	-
Cumberland	754	-	9,030	-	-	84.7	63,880	-	695,855	-	n.a.	-	n.a.	-